The Member said that only 4 miles of the new road required cutting and that the people were prepared to surrender the necessary land free of compensation. If there was any difficulty in granting that request, he prayed that at least the road from Vaikam to Vetchur might be made cartable and the bridges across the Puthtanthodu and Attarapalam repaired.

(2) The construction of bridges across the Murinjapuzha and the Puttotta rivers was then urged. The Member said those two rivers lay along the water route from Vaikam to Ernaculam and that they were crossed by means of junghars and ferry boats with considerable difficulty. Motor cars and other heavy conveyances were now being transported across those rivers, often with heavy loss. He, therefore, prayed that the necessary bridges might be constructed across the two rivers and stated that those bridges would be helpful towards bringing Trippunitturai and Vaikam into closer contact and also for developing the resources of the taluk by connecting it with the Cochin Harbour.

(3) Widening and deepening the Kaniyan *thodu*, Chulli *thodu*, Maravanturuttu Puthanthodu, Perumchila *thodu*, Añati *thodu*, Vallayil *thodu* and Anjumana *thodu* were the works next mentioned by the Member. He then observed that the existence of the bund at Valiyanapuzha in the Muvattupuzha river was a serious hindrance to agriculture, as the fields were often flooded owing to the closing, by the bund, of the passage of water to the Vembanad lake. To remedy the defect, the Member prayed that the canals mentioned above might be deepened and widened.

(4) The Member next prayed for a new cart road four miles long from Nerakkadavu to the Vadayar bridge *via* Udayanapuram, and thence to Puthanpalam to afford convenience to pedestrians from Panavalli and the neighbouring places to Vaikam and to the much-frequented market at Talayolaparampu. The absence of that road, he observed, was keenly felt by the people especially during rainy season. He assured that the people were willing to surrender the required lands free of compensation.

(5) He next requested that the road from Vaikam to Tirumanivenkatapuram might be improved and that the jetty at Vaikam might be extended a little into the backwater and facilities afforded for anchoring vessels on either side of the jetty.

Dewan's reply.—In regard to drainage channels in the Vaikam town, the work will be taken up soon. With regard to the through road from Vaikam to Kottayam *via* Kumarakam, the portion from Kumarakam to Kottayam is only a foot-path subject to submergence. The portion from Vetchur to Kumarakam passes through low-lying fields, while from Vetchur to Vaikam it is hard ground. The construction of a *pucca* road there will be investigated.

With regard to the construction of bridges across the Murinjapuzha and Puttotta rivers, I doubt whether you have made that proposal seriously. The river at Murinjapuzha is almost half a mile in width.

Member.—But there is an island in the middle.

Dewan.—Yes, there is an island, but it has to be seen whether it is solid ground or is only soft soil. It can be known only after taking borings. The question of railway extension is under consideration and when a railway is opened, combined bridges for rail and road traffic are a much more practical proposition than the construction of mere road bridges.

The line for a road from Nerakadavu to the north-east of Udayanapuram passes through three miles of paddy lands. The question of constructing that road will be investigated.

80. Opening of means of communication in the Todupuzha taluk.

Mr. J. John (Member, Todupuzha Taluk) began by comparing the various Divisions of the State in the matter of means of communication and stated that Kottayam Division was the most backward in that respect, and that, of the taluks of which that Division was composed, the Todupuzha taluk was the neglected, as it had only 44 miles of roads in an area of 487 square miles, *i. e.*, 1

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road for every 11 square miles. Though there were a few ryots' roads and estates roads of recent origin, the Government had not opened within the last 39 years a single road in the taluk excepting the road from the taluk cutcherry to the *pakuthi* cutcherry at Karimannur. None of those roads with the exception of the Muvattupuzha road was convenient for traffic. In regard to the estate roads, he observed that they were not connected with the central system. Next he pointed out that Todupuzha was not connected with the adjoining taluks of Devicolam and Peermade by proper roads and prayed that that defect might also be removed. He next prayed particularly for the following public works:

(1) The early completion of the remaining 8 miles of the new road from Todupuzha to Arakkulam. He observed that 5 miles of that road had already been done.

(2) The early completion of the bridge at the Cutcherry *kadavu*, Todupuzha.

(3) The opening of a road, 7 miles long, from the second mile of the Melkavu road branching off from the 4th mile, Lalam-Todupdzha road, to meet the Todupuzha-Arakkulam road at the 5th mile.

(4) The opening of a new road, 20 miles long, from Arakkulam to Aiyappankoil, to meet the road from Chintalar to Aiyappankoil under construction, connecting Todupuzha with Madura and other Madras Districts.

(5) The improvement and maintenance of the existing roads in the taluk.

Dewan's reply.—I find that the allotment for the development of communications in your taluk is insufficient. I will take steps to increase that allotment. When I next go to Todupuzha, I will stay there for one or two days and inspect the tract of country around.

81. Means of communication in the Parur Taluk.

Mr. Kanakku Govindan Achyutan (Member, Parur Taluk) began by saying that, though Parur occupied a high position among the various taluks of the State in point of extent, population and revenue, it was backward in point of means of communication, and that there were no cartable roads in the taluk except the Alwaye-Parur road which was under water to a depth of nearly six feet during the rainy season. He added that the paucity of roads in his taluk had been brought to the notice of the Government in several previous sessions of the Assembly by his predecessors, who had only made modest requests for the improvement of a few roads and canals that was found absolutely necessary. For instance, there were the Chattanad-Parur road and the canal from the Cheriapalli Canal to the Parur bund. In regard to the road, he added that, for about 12 years in the past, the people had been urging the necessity for its improvement and that, as a result of the investigations conducted in 1918, the Government realised the necessity for the work, but postponed it owing to paucity of funds. He, therefore, prayed that that road might be taken up for immediate construction. In regard to the canal referred to, the Member suggested that it should be cut from the Cheriapalli canal to the Parur bund *via* Kaitaram, Kottuvalli and Kitamangalam. It would supply fresh water for the irrigation of about 2,000 acres of wet lands inside the Parur bund and would facilitate cultivation which, otherwise, would suffer because of the ingress of salt water from the backwater during the summer season. The canal, besides being a direct means of bringing in fresh water into the Parur bund, would fertilise the well-nigh barren lands in Kaitaram and Kottuvalli, where sanitation was unsatisfactory owing to the lack of good water and where the tanks got spoiled for lack of a proper system of drainage. Hence the Member prayed that the work of constructing that canal might be taken up without delay.

His next request was for a canal connecting the Kundekkavu *thodu* with Cheriapalli canal, which would improve nearly 25 square miles of land fit for dry cultivation.

The Member also suggested that two cart roads might be opened, one from Pallipuram to Parur and the other from Parur to Varappuzha.

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